Incident Report: Davy Crockett Emergency Response

(Information is considered to be accurate at the time of posting, but is subject to change as new information becomes available.)

Update as of August 1, 2011

Incident duration:	187 days
Personnel Currently Assigned	32 response contractors, federal & state
Injuries	0
Total oil water mixture recovered to date	1.6 million gallons*
Total steel removed	4.08 million pounds
Debris and oiled debris removed	745,502 pounds
Bunker oil recovered	14,159 gallons
Asbestos removed	4,850 pounds
Samples analyzed to date (e.g. water, oil sediment)	207
Obligated costs to date (including coffer dam construction)	$16.6 million
* This figure represents the amount of oily water mixture that has been recovered directly from the Barge Davy Crockett during response operations. An initial unrecovered release of an estimated 70 gallons of oil was documented on January 27, 2011 the day the vessel was discovered to be leaking oil.	

OPERATIONS UPDATE – August 1, 2011

Dive crews cut and removed the starboard forward section of the double bottom tank on Monday, Aug. 1. They also continued finishing prep work on the aft deep tank and starboard side tank top for removal Tuesday. Divers last Thursday found extensive damage on the starboard double bottom tanks. Crews revised their planned cut locations accordingly. See the Aug. 1 photo gallery.

Crews cleaned the steel that was removed from the wreck last week and Monday.

ENVIRONMENTAL PROTECTION

All activities involving the destruction and removal of the Davy Crockett are designed to minimize environmental impacts. The impermeable oil and silt barrier inside the metal cofferdam along with sorbent oil collection booms have prevented tar balls and oil sheen from discharging into the Columbia River downstream of the work site. Oil containment boom is deployed outside the cofferdam as a preventative measure in case there is a release of oil from the work site. Additional on-water oil recovery resources and oil containment boom are staged nearby as further protection.

Water quality samples upstream, downstream and inside the cofferdam are being collected on a periodic basis in order to evaluate the effectiveness of work activities to minimize water pollution. After the Davy Crockett is removed, sediment samples will be collected inside the cofferdam to determine if sediment cleanup is needed before the cofferdam is removed.

Water and residual oil that is generated from pumping out holds and tanks of the Davy Crockett, plus wash water from cleaning operations and stormwater collected on the Davy Crockett and work barges is put through an on-site water filtration system. The filtered water is then stored on-site pending final disposal through the city of Portland's wastewater treatment system.

A portion of the double bottom tank is removed, showing some of the damage divers found last week. (8.1.11)

The Washington Department of Ecology has taken responsibility for the cost of the wastewater storage and disposal of the filtered wastewater that will be generated during the rest of the project. Ecology decided to take this action rather than agree to the discharge of filtered water directly back into the river, an option preferred by the Coast Guard. While the Coast Guard has consistently maintained environmental protection as a priority, Ecology determined that storing this filtered wastewater and delivering it to an upland treatment system provided the highest level of protection of the river and is consistent with Washington State water quality program requirements.

DAVY CROCKETT HISTORY

The Davy Crockett is a former Navy Liberty Ship that was converted to a flat deck barge. As with many aging vessels, ownership has changed several times over the years. The most recent ownership change is believed to have occurred in mid-2010. The vessel is located on Washington state-owned aquatic lands.

For up to date information, refer to the Ecology website at:

http://www.ecy.wa.gov/programs/spills/incidents/DavyCrockett/DavyCrockett.html